

CLASSIFICATION SECRET/CONTROL U.S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 7 May 1951

SUBJECT Procurement of Rail Material for
the Berlin Outer Freight Ring

NO. OF PAGES 2

PLACE
ACQUIREDDATE OF
INFO.NO. OF ENCLS. 1 (3 pages)
(LISTED BELOW)SUPPLEMENT TO
REPORT NO.

25X1X

REFERENCE COPY

DO NOT CIRCULATE

1. Fifty-six km of trackage (112 km of rails) are urgently needed for the construction of the southern section of the Berlin Outer Freight Ring. All the regional railroad headquarters were therefore ordered by the Directorate General, Railroads, to report all railroad lines where less than 40 percent of the maximum capacity is now used. *
2. It is now planned to dismantle the Stendal (L 53/Y 85)-Salzwedel (L 53/Y 27) railroad line. The rails of this line are of type S-42, which is scheduled to be used for the SAR (Guedlicher Aussen Ring) project. **
3. The Bredow regional railroad headquarters has been ordered to dismantle without delay some branch line to provide material for reconstruction of the Stendal-Salzwedel line. If the rails furnished by the Bredow railroad district are not sufficient it is planned to dismantle unused line sections in the eastern sectors of Berlin. ***

25X1A* Comment. The construction of the Grossbeeren-Mahlow-Schoenefeld-Gruenau railroad line, which is to form the southern section of the Berlin Outer Freight Ring, has been declared a priority I project and given the official designation SAR. The line, which is to be 21 km long, will eventually have two tracks. Since the construction of two rail links and three crossing points is also planned, the requirement of 56 km of rails as stated by source is believed to be correct. For list of rail lines of the RRF Berlin utilized below 40 percent of capacity, see Annex.

25X1A** Comment. This plan is reported for the first time. The Stendal-Salzwedel line is a part of the Stendal-Uelzen-Hamburg trunk line which, since the removal of one track, is now single-track. The present zonal boundaries have deprived this line of much of its former importance since it has no transit facilities into Western Germany. Type S-42 rails are heavy material such as is used for trunk lines. These rails are particularly suited for the SAR project.

CONFIDENTIAL

CLASSIFICATION SECRET/CONTROL U.S. OFFICIALS ONLY

| | | | | |
|---------|-------|------|--------------|---------------------------------------|
| STATE # | NAVY | NSRB | DISTRIBUTION | Document No. |
| ARMY # | AIR # | FBI | | No Change in Class. |
| | | | | <input type="checkbox"/> Declassified |
| | | | | Class. Changed To: TS S C |
| | | | | Auth.: HR 70-2 |
| | | | | Date: 04 AUG 1978 |
| | | | | By: <i>OK</i> |

SECRET/CONTROL -- U.S. OFFICIALS ONLY 25X1A

CENTRAL INTELLIGENCE AGENCY

-2-

25X1A

*** [REDACTED] Comment. The installation of weaker rail profiles on this line will certainly be done by stages so that only individual line sections will be closed at any given time. More serious will be the reduced carrying capacity of the line effected by the exchange of rails. The entire procedure is wasteful. But such measures are a frequent occurrence in the Soviet Zone of Germany; they reveal the acute shortage of high-quality rail material in that zone.

1 Annex: 1 - tabulation.

SECRET/CONTROL/US OFFICIALS ONLY